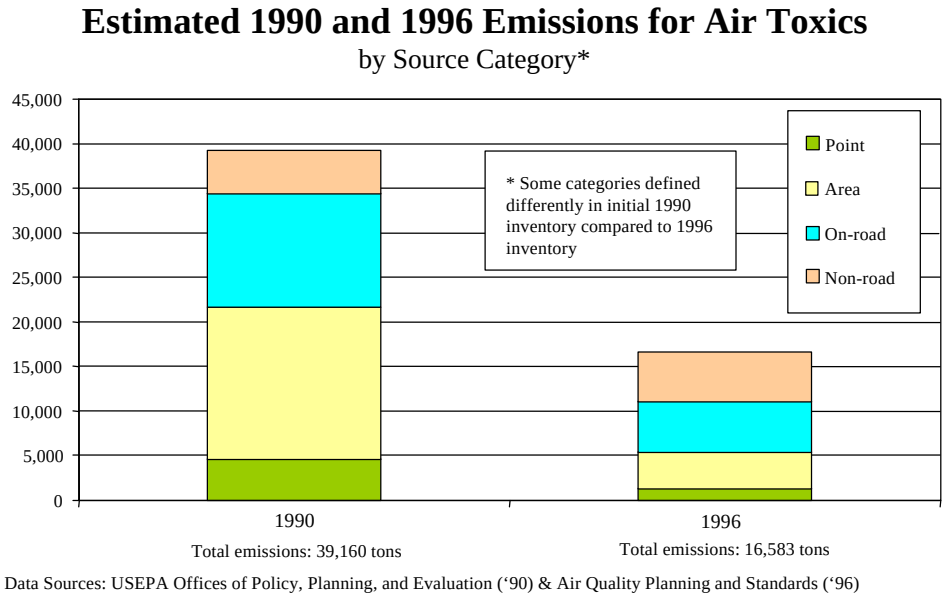
## OBJECTIVE: Reduce toxics emissions for motor vehicles.

## INDICATOR: Air Toxics Emissions




Data Sources: USEPA Offices of Policy, Planning, and Evaluation ('90) & Air Quality Planning and Standards ('96)

| | Point | Area | On-Road | Non-Road |
|---|---|---|---|---|
| **1990** | 4,746 | 16,971 | 12,635 | 4,808 |
| **1996** | 1,336 | 4,060 | 5,684 | 5,503 |

The bar charts above show that mobile sources (both on-road and non-road) accounted for a substantial portion of the overall emissions in the state in the two study years (e.g., over half of the 1996 emissions) according to USEPA estimates. Comparison of 1990 to 1996 air toxics results shows that emissions in all categories, including mobile sources, have been reduced substantially in New Jersey over that six-year period.

Exposure to toxics in the air tends to be proportional to the overall emissions of the toxics and, therefore, it is expected that the risks related to inhalation of air toxics have been decreasing. However, for some toxic air pollutants, the levels associated with the 1996 emissions still pose significant risk (based on the USEPA National Air Toxics Assessment) and additional efforts will be needed to substantially reduce emissions in order to protect public health.

USEPA is now preparing estimates for every third year and it is expected that the 1999 results (which will be available in 2002) will show continued reductions in emissions and related exposure to air toxics in the state.

*Data Source: NJDEP Air Quality Permitting*